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BEFORE THE
SURFACE TRANSPORTATION BOARD

Johnson-Ball

FINANCE DOCKET NO. 35087

CANADIAN NATION RAILWAY COMPANY
AND GRAND TRUNK CORPORATION
-CONTROL-
EJ&E WEST COMPANY

CHAMPAIGN COUNTY CHAMBER OF COMMERCE BOARD OF DIRECTORS'
RESOLUTION IN OPPOSITION TO ANY CHANGES TO EXISTING AMTRAK
SERVICE

Laura E. Weis, IOM, ACE
Andrew P. Flach
CHAMPAIGN COUNTY
CHAMBER OF COMMERCE
1817 S. Neil St., Ste. 201
Champaign, IL 61820-7269
Telephone: (217) 359-1791
E-mail:
lauraw@champaigncounty.org
andrewf@champaigncounty.org

On behalf of the Chamber County Chamber of
Commerce Board of Directors.

January 17, 2008

Surface Transportation Board

CN-EJ&E EIS - FD-35087

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**Resolution Opposing Any Changes to
Existing Amtrak Service**

WHEREAS, the Champaign County Chamber of Commerce is a federation of 1330 business members that speaks as a unified voice; and

WHEREAS, one of the Champaign County Chamber of Commerce's objectives is to encourage and support economic development environment in Champaign County by creating and supporting a business climate that enables local companies to prosper; and

WHEREAS, this environment includes access to efficient, reliable passenger rail service; and

WHEREAS, Canadian National Railroad has submitted a request to the Surface Transportation Board to purchase the Elgin, Joliet & Eastern Railroad which may impact Amtrak travel times to Chicago's Union Station; and

WHEREAS, maintaining a strong and reliable transportation link between Champaign County and the City of Chicago is vital to the continued economic success of the local business community; and

WHEREAS, in 2007 Amtrak ridership from Champaign topped the 100,000 riders per year mark for the first time since 1985, which was the fifth highest ridership on record since 1979, and placed Champaign as the fourth busiest station in the Illinois system; and

WHEREAS, the Champaign County Chamber of Commerce supports continued Amtrak service and encourages more Amtrak destinations, reliability of passenger rail service from Amtrak, and increased frequency on Chicago routes; and

THEREFORE BE IT RESOLVED, that the Champaign County Chamber of Commerce opposes any changes to the existing Amtrak service which increases route times and delays between the City of Champaign and the City of Chicago along the Canadian National railway line. The Public Policy Manager is hereby directed to forward a copy of this resolution to the Secretary of the Surface Transportation Board.

Duly adopted this 16th day of January 2008 by the Champaign County Chamber of Commerce.

A handwritten signature in black ink, appearing to read 'Jeffrey C. Ingram'.

Jeff Ingram, Chair of the Board

A handwritten signature in black ink, appearing to read 'Laura Weis'.

Laura Weis, President & CEO

Johnson. Baer

BEFORE THE
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CANADIAN NATION RAILWAY COMPANY
AND GRAND TRUNK CORPORATION
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**CHAMPAIGN COUNTY CHAMBER OF COMMERCE BOARD OF DIRECTORS'
NOTICE OF INTENT TO PARTICIPATE**

The Champaign County Chamber of Commerce Board of Directors hereby provides its notice of intent to participate in this proceeding as a party of record. The Champaign County Chamber of Commerce Board of Directors requests that the following persons be included in the Board's official service list for this proceeding, and that they receive copies of all filings and submissions made in the proceeding as may be appropriate:

① Laura E. Weis, IOM, ACE
Andrew P. Flach
CHAMPAIGN COUNTY
CHAMBER OF COMMERCE
1817 S. Neil St., Ste. 201
Champaign, IL 61820-7269
Telephone: (217) 359-1791
E-mail:
lauraw@champaigncounty.org
andrewf@champaigncounty.org

(To be designated as a Party for
service purposes under the Board's
rules)

② Jeffrey Ingram
CHAMPAIGN COUNTY CHAMBER OF
COMMERCE BOARD OF DIRECTORS
1817 S. Neil St., Ste. 201
Champaign, IL 61820-7269
Telephone: (217) 359-1791
E-mail:
jeff.ingrum@healthalliance.org

(To be designated as a Non-Party for service
purposes under the Board's rules)

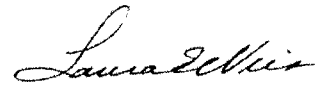
The Champaign County Chamber of Commerce Board of Directors has fundamental concerns with respect to Canadian National Railway Company's ("CN") recently filed application to acquire the Elgin, Joliet & Eastern Railway Company ("EJ&E"). As proposed, the transaction would effectively eliminate a CN rail line critical to the operation of six daily Amtrak trains that provide essential services and significant environmental benefits to the residents and businesses within Champaign County.

The Amtrak trains that operate over CN's main line south of Chicago—the *City of New Orleans* and two state-supported Carbondale-to-Chicago round trips—currently use CN's Chicago subdivision and St. Charles Air Line (collectively the "Air Line Route") between Harvey, IL and a point just south of the Chicago Union Station. Both trains link Chicago to Champaign, Carbondale, Memphis, New Orleans and eighteen other cities. Ridership on the Carbondale-to-Chicago route alone has increased by 67.5 % in the last year since the State of Illinois funded a third daily roundtrip. According to CN's application, if the STB approves its acquisition of the EJ&E, CN freight trains currently operating via the Air Line Route will be rerouted onto the EJ&E and all freight operations north of Harvey will be eliminated. The ultimate result, and the cause for concerns, will be the abandonment of an unspecified portion of the 20-mile Air Line Route between Harvey and downtown Chicago over which Amtrak's trains operate.

Taking this into account, the Champaign County Chamber of Commerce Board of Directors is very concerned about the impact of CN's plans on the residents and businesses within Champaign County, Amtrak passengers, and other communities along the Chicago-to-New Orleans line. The Champaign County Chamber of Commerce Board of Directors is pursuing an explanation from CN on how it expects Amtrak trains will get from Harvey to Chicago Union

Station after CN reroutes its freight traffic off the Air Line Route. Based on the information it is able to obtain from CN, the Champaign County Chamber of Commerce Board of Directors will formulate its position in this proceeding.

Respectfully submitted,



Laura E. Weis, IOM, ACE
Andrew P. Flach
CHAMPAIGN COUNTY
CHAMBER OF COMMERCE
1817 S. Neil St., Ste. 201
Champaign, IL 61820-7269
Telephone: (217) 359-1791

Jeffrey Ingrum
CHAMPAIGN COUNTY
CHAMBER OF COMMERCE
BOARD OF DIRECTORS
1817 S. Neil St., Ste. 201
Champaign, IL 61820-7269
Telephone: (217) 359-1791

Dated: December 13, 2007

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CERTIFICATE OF SERVICE

I hereby certify this 13th day of December, 2007, that I have caused the foregoing National Railroad Passenger Corporation's Notice of Intent to Participate to be served by first-class mail, postage pre-paid, on the following:

David A Hirsh
Paul A. Cunningham
Harkins Cunningham LLP
1700 K Street, Nw, Suite 400
Washington, DC 20006-3817

Daniel R Elliott III
United Transportation Union
14600 Detroit Avenue
Cleveland, OH 44107-4250

Kevin M. Sheys
Kirkpatrick & Lockhart Preston
Gates Ellis LLP
1601 K Street, N.W.
Washington, DC 20006

Honorable Peter J. Visclosky
U.S. House of Representatives
701 East 83rd Avenue, Suite 9
Merrillville, IN 46410-6239

Michael L. Rosenthal
Covington & Burling
1201 Pennsylvania Avenue, N.W.
Washington, DC 20004-2401

Thomas F. Mcfarland
Thomas F. Mcfarland, P.C.
208 South Lasalle St., Suite 1890
Chicago, IL 60604

Michael Noland
Metra
547 W. Jackson Boulevard
Chicago, IL 60661

William A. Mullins
Baker & Miller PLLC
2401 Pennsylvania Ave, Nw-Suite 300
Washington, DC 20037

Stanley Dobosz
Town of Griffith
111 N. Broad St.
Griffith, IN 46319-2294

Timothy R. Sheehy,
Metropolitan Milwaukee Association of
Commerce
756 North Milwaukee Street
Milwaukee, WI 53202

Thomas R. Anderson
Save The Dunes Council
444 Barker Road
Michigan City, IN 46360

Katherine Dodds
Aux Sable Liquid Products, Inc.
6155 East US Route 6
Morris, IL 60450

Mark H. Sidman
Weiner Brodsky Sidman & Kider P.C.
1300 19th Street Nw 5Th Floor
Washington, DC 20036-1609

Timothy A. Brown
Town of Merrillville
7820 Broadway
Merrillville, IN 46410

Adrian L. Steel Jr.
Mayer Bown LLP
1909 K Street Nw
Washington,, DC 20006

The Honorable Melissa Bean
U.S. House of Representatives
512 Cannon House Office Building
Washington, DC 20115

Joseph R. Reitemeir,
207 North Main Street
Fond Du Lac, WI 54935

Donald C. Mccrory,
International Port of Memphis
1115 Riverside Blvd.
Memphis, TN 38106-2504

Roger A. Serpe
Indiana Harbor Belt Railroad Company
150 North Wacker Drive, Suite 1500
Chicago, IL 60606-1606

Harold A. Ross
Brotherhood of Locomotive
Engineers and Trainmen
1370 Ontario Street, Mezzanine
Cleveland, OH 44113

Michael S. Wolly
Zwerdling Paul Leibig Kahn & Wolly
1025 Connecticut Ave., Nw Suite 712
Washington, DC 20036

L. Charles Lukmann, III
Harris Welsh & Lukmann
107 Broadway
Chesterton, IN 46304

Andrew Lisak,
The Development Association
1401 Tower Ave., Suite 302
Superior, WI 54880

Timothy J. Sanders,
Northwest Indiana Regional
Development Authority
9800 Connecticut Drive
Crown Point, IN 46307

Thomas F. Degiulio,
Town Of Munster
1005 Ridge Road
Munster, IN 46321

Mark G. Ahearn
Indiana Department of Transportation
100 North Senate Avenue, Room N758
Indianapolis, IN 46204-2216

Honorable John D. Dingell
U.S. House of Representatives
Washington, DC 20515-2216

Neil Volmer
Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010

John A. Casper
120 Jackson Drive
Oshkosh, WI 54901

George W. Mayo Jr.
Hogan & Hartson LLP
555 Thirteenth Street Nw, Columbia Square
Washington, DC 20004-1109

Edward W. Paesel
South Suburban Mayors
and Managers Association
1904 W. 174Th Street
East Hazel Crest, IL 60429

Gerald Roper
Chicagoland Chamber Of Commerce
One IBM Plaza Suite 2800
Chicago, IL 60611

Paul Hayes
Town of Dyer
One Town Square
Dyer, IN 46311

Paul Guthrie
Canadian Pacific Railway
Suite 500 Gulf Canada Square 401 -9th
Avenue Sw
Calgary, AB T2P 4Z4

David C. Olson
Minnesota Chamber of Commerce
400 Robert Street North, Suite 1500
St. Paul, MN 55101

Paul Samuel Smith
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, DC 20590

Steven L. Matrisch,
State of Illinois Commerce Commission
527 East Capitol Avenue
Springfield, IL 62701

Steven Quigley
Will County Governmental League
50 East Jefferson Street, Suite 101
Joliet, IL 6032-4298

Karl B. Browning
Indiana Department Of Transportation
100 North Senate Avenue, Room N758
Indianapolis, IN 46204-2216

Peter J. Shudtz
CSX Corporation
500 Water Street
Jacksonville, FL 32202

John D. Heffner, PLLC
Law Offices
1750 K Street, N.W., Suite 350
Washington, DC 20006

Richard G. Lugar,
United States Senate
306 Hart Senate Office Building
Washington, DC 20510-1401

John G. Tolomei
Village of Lake Zurich
70 E. Main Street
Lake Zurich, IL 60047

Randall W. Jessen,
Village of Plainfield
24401 W. Lockport Street
Plainfield, IL 60544

Eric L. Hirschhorn
Winston & Strawn LLP
1700 K Street Nw
Washington, DC 20006-3817

Honorable Carolyn H. Krause
State Representative – 66th District
200 E. Evergreen, Suite 122
Mt. Prospect, IL 60056

Honorable Terry Link
Illinois State Senate
122 State Capitol Building
Springfield, IL 62706

Honorable Jesse L. Jackson, Jr.
U.S. House of Representatives
2419 Rayburn House Office Building
Washington, DC 20515-1302

Timothy A. Baldermann
Village of New Lenox
1 Veterans Parkway
New Lenox, IL 60451

Alan Anderson
Southern Wayne County Regional Chamber
20600 Eureka Road, Suite 315
Taylor, MI 48180

Gordon P. Macdougall,
1025 Connecticut Avenue, Nw, Suite 919
Washington, DC 20036-5444

Edward R. Gower,
Hinshaw & Culbertson LLP
400 South Ninth, Suite 200
Springfield, IL 62701

Gerald J. Roper
Chicagoland Chamber of Commerce
200 E Randolph Street, Suite 2200
Chicago, IL 60601

Joseph P. Clary
Illinois Department of Transportation
300 West Adams Street, 2nd Floor
Chicago, IL 60606

John J. Sobotik
Office of General Counsel
PO BOX 7910
Madison, WI 53707-7910

Patrick Lyp
Blachly, Tabor, Bozik & Haartman, LLC
56 South Washington, Suite 401
Valparaiso, IN 46383

John D. Tomasoski,
City of Crest Hill
1610 Plainfield Redcrest Hill
Crest Hill, IL 60403

Richard Harnish
PO Box 80577
Chicago, IL 60680

John A. Lobaito
Village of Mundelein
440 East Hawley Street
Mundelein, IL 60060

Kelvin J. Dowd
Slover & Loftus
1224 Seventeenth Street Nw
Washington, DC 20036-3003

Eileen Phipps
Village of Wayne
P. O. Box 532
Wayne, IL 60184

Joseph W. Werner
Village of Mokena
11004 Carpenter St.
Mokena, IL 60448

Kirk Zoellner
Village of Mokena
11004 Carpenter St.
Mokena, IL 60448

Kristina Kantar
City of Hammond
5925 Calumet Avenue
Hammond, IN 46320

Michael J. Van Poucke
The Macom Corporation
3380 Lacrosse Lane, Suite 100
Naperville, IL 60564

Honorable Pamela J. Althoff
One North Virginia Street
Crystal Lake, IL 60014

Richard Greene
Naperville Area Chamber of Commerce
55 South Main Street
Naperville, IL 60540-5381

Bruce A. Knight
City of Champaign
102 North Neil Street
Champaign, IL 61820

John M. Mezera
City of Joliet
150 West Jefferson Street
Joliet, IL 60432

David Cline
City of Matton
208 North 19th
Mattoon, IL 61938

John Eichelberger
Plainfield Fire Protection District
15025 S. Des Plaines Street
Plainfield, IL 60544

Cameron Moore
Champaign County Regional
Planning Commission
PO Box 17760
Urbana, IL 61803-7760



Laura E. Weis, IOM, ACE